



# INTIMATIONS

## A. S. WATSON & CO., LIMITED.



ESTABLISHED A.D. 181.

CHEMISTS BY APPOINTMENT.

MANUFACTURERS OF ABLATED

WATERS.

Our ABLATED WATER FACTORY is fitted

with the best English Machinery, embodying

the latest improvements in the trade.

The Purest Ingredients only are used, and

the utmost Care and Cleanliness observed in

the Manufacturing throughout.

The Water used is proved by repeated

Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and

placed on board ship at Hongkong prices, and

the full amount allowed for Packages and

Empire when received in good order.

Counterfoil Order Books supplied on applica-

tion.

Our Registered-Telegraphic Address is

"DISPENSARY, HONGKONG."

And all signed messages addressed thus will

receive prompt attention.

The following is a List of Waters always

kept ready in Stock:

PURE ABLATED WATER

SODA WATER

LEMONADE

POTASH WATER

SELTZER WATER

LITHIA WATER

SARSAPARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE

No Credit given for Bottles that look dirty

or grubby, or that appear to have been for

any other purpose than that of containing

Ablated Waters, as such Bottles are never used

again by us.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 26th May, 1896.

NOTICE TO CORRESPONDENTS.

Our communications relating to Chinese columns

should be addressed to THE EDITOR.

Correspondents must forward their names and address

with communications addressed to THE EDITOR, not

for publication, but evidence of good faith.

All letters for publication should be written on one

side of the paper only.

No anonymous signed communications that have

already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be

sent before 11 a.m. on day of publication. After that

hour the supply is limited. Only supplied for Cash.

Telephone Address: A.S.W. Code.

P.O. Box 26. Telephone No. 1.

The Daily Press.

Hongkong, July 4th, 1896.

THE rebellion in Formosa, the attack on

Hoonin, and the reported murder of a

British subject are unpleasant incidents,

and ought to rouse the Japanese to the

necessity of effectually subjugating the

island and putting its affairs in order. If

be the case, as stated by our Formosa cor-

respondent, that the deplorable state of

affairs that exists is solely due to the cruelties

committed by the Japanese in the

country and the ignorance, arrogance, and

general misconduct of the officials, the sooner

the delinquent officials are replaced by

others more sensible of what is required

of them the better. The eyes of the world

are upon Japan in Formosa and if the new

rules of the island make any conspicuous

failure in their administration the conse-

quences may be serious. Unlike the case

of the Liaoting peninsula, no opposition

was offered to Japan's acquisition of For-

mosa, but it is not impossible her retention

of it may be opposed if she proves herself

incompetent to manage it. As it is, she will

doubtless be called to strict account for the

death of Mr. OLLA, and if it turn out that

that sad event was due to any neglect

suitable restitution will have to be made to

the deceased gentleman's representatives.

It must not be forgotten, however, that

difficulties are almost invariably met

with in the settlement of countries

acquired by conquest. The suppression

of piracy in Upper Burma was not

accomplished in a day, and in Tonkin,

although the French have now been in pos-

session for ten years, piracy is still rife in

certain districts. Doubtless there are many

restless spirits in Formosa disaffected to

the new regime who will take advantage of every

opportunity of stirring up sedition and

disorder. It behooves Japan, however, to

see to it that such opportunities are not

needlessly created by official arrogance or

misconduct, for her administration will prob-

ably be judged more critically than that of

any European Power in a new country

would be. Japan is, so to speak, on her trial

as a colonizing power, and it would be

altogether unfortunate for her if she made

egregious mistakes at the commencement.

Mr. O'JOHNSON, the Consul at Hoihow, in

his report for last year mentions that plague

made its appearance there about the end

of February and lasted till June, ending off

some five thousand victims. "It is

"curious," the Consul adds, "that in the

"prevalence of Kiungchow, distant only

"about three miles, not a single case was

"reported." The same singular circum-

stance has made itself noted in the visitations

of the plague at Hongkong Canton, and

Macao. In 1894, when the disease raged at

Canton and Hongkong, it was entirely

absent from Macao; in 1895, when Hong-

kong and Canton escaped with only a

few sporadic cases, Macao was visited with

a severe epidemic; and this year again, when

the disease has been prevalent at Hong-

kong and Canton, Macao has escaped.

Macao is so near to Hongkong or

Canton as Kiungchow is to Hoihow, but it

is in daily communication with both places.

The peculiar localisation of the disease,

then, is a subject, which would probably

repay investigation. The same circum-

stance occurs in connection with cholera,

and in the earlier days of sanitary science

the authorities were much puzzled to know

why the scourge in making its pro-

gress through a country should jump over a

village or a whole district and why in towns

some streets would escape while others in

their immediate neighbourhood showed

markedly high death rates. Investigation

showed that an impure water supply was the

condition favouring the activity of the

cholera virus, and it is now generally re-

cognised that a place with a good water

supply is practically safe from visita-

tions of that disease. What the special

condition is that favours the spread of the

plague virus still to be discovered, but

the peculiar movements of the disease as

regards locality ought to afford some assist-

ance in the investigation.

Only one case of plague was reported yester-

day. It came from the city.

The C.P. steamer Empress of India arrived

at 10 a.m. on Thursday and left at 7 p.m.

the same day for Shanghai.

The D.D.E. steamer Bellona, from Hamburg,

left Shanghai for this port yesterday, and may

be expected here on or about the 8th inst.

From our Supreme Court report it will be

seen that a test case with reference to the

alleged illegal removal of cockfights is now before

the Court.

To-morrow morning, between 9 and 10.30

o'clock, the man, named Dering, carrying

the British flag, will sail alongside any vessel

belonging to the Government, to convey men

ashore to 11 a.m. service at St. Peter's (Seamen's)

Church, returning about 12.30.

The construction of the new Murray Pier is

being proceeded with in real earnest. The

stone concrete blocks forming the foundation

work show above water at low tide, and it is

expected that the superstructure, which will be

of granite ashlar, will be completed very

shortly.

The Secretary of the Pungon Mining Com-

pany, Limited, advises us that he has received

the following telegram from the Mine, being

the result of the June clean-up:—

"The mine has yielded 1,000 tons, yield-

ing 315 cwt. of molten gold. Fifty tons of

concentrates yielded 85 cwt. of gold."

We have received No. 2 of The Rattle, our

amusing Chinese contemporary. The illus-

trations are all excellent, and if the letters in

parts give evidence of being written with

the pen, they are still more of a gem. The

editorial, but evidence of good faith.

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of the plague at Hongkong Canton, and

Macao. In 1894, when the disease raged at

Canton and Hongkong, it was entirely

absent from Macao; in 1895, when Hong-

Neither the CAPTAINS, the AGENTS, nor the  
VESSELS will be RESPONSIBLE for any  
RIGHT contracted by the Officers or the Crews  
on the following Vessels during their stay in  
the following Harbours:

EDMUND, Ger. str., H. Witt—Chinese.	
LIVINGSTONE, Brit. str., Wallaco—Gibb,	
LIVINGSTONE & Co.	
THE LORAIN APGAR, Brit. str., Offlent—David	
Samson, Sons & Co.	
THE MARY, Brit. str., C. Thian—Chinese.	
THE MARY SCOTCOTE, Brit. str., Ross—Bradly & Co.	
THE NUTZEN ISLES, Brit. ship, Nicol—Mellers &	
& Co.	
THE RAINAWAY, Brit. str., Garrick—Siemssen	
& Co.	
THE S. Ann, ship, Dred—Garrick.	

## NOTICE TO CONSIGNEES

## NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamship**  
**"PEKIN."**  
 FROM BOMBAY, COLOMBO, AND  
 STRAITS.  
 Consignees of Cargo by the above steamship  
 vessel are hereby informed that their goods are  
 being landed and placed at their risk in the  
 Hongkong and Kowloon Wharf and Godown  
 Company's Godown at Kowloon, where each  
 consignment will be sorted out mark by mark  
 and delivery can be obtained as soon as the  
 goods are landed.

This vessel brings on Cargo—  
 From London, &c., or s.s. *Ballaarat*.  
 From Calcutta, or s.s. *Coromandel*.  
 Optional goods will be landed here unless  
 instructions are given to the contrary before  
 4 P.M. To-day.  
 Goods not landed by the 3rd proximo, at  
 4 P.M., will be subject to rent.  
 No Fire Insurance will be effected by me in  
 any case whatever.

All damaged packages must be left in the  
 Godown and a certificate of the damage obtained  
 from the Godown Company within ten days  
 after the receipt of the goods, after which no  
 claims will be recognized.

H. A. RITCHIE,  
 Superintendent.

Hongkong, 25th June, 1896.

**THE CHINA MUTUAL STEAM NAVI-  
 GATION COMPANY, LIMITED.**

## NOTICE TO CONSIGNEES

## FROM GLASGOW, LIVERPOOL,

## AND SINGAPORE.

## THE Company's Steamship

**"KAISOW."**  
 Having arrived from the ports, Consignees  
 of Cargo are hereby informed that their goods  
 are being landed at their risk into the Godowns  
 of the Hongkong and Kowloon Wharf and  
 Godown Co., Kowloon, whence delivery may be  
 obtained.

No claims will be admitted after the Goods  
 have left the Godowns, and all claims must be  
 sent to the office of the undersigned before  
 Noon on the 5th July, or they will not be  
 recognized.

All broken, chafed, and damaged goods are  
 to be left in the Godowns, where they will be  
 examined on Wednesday, the 3rd July.  
 No Fire Insurance has been effected, and any  
 Goods remaining in the Godowns after the 5th  
 July will be subject to rent.

Bills of Lading will be countersigned by  
 HOLLIDAY, WISE & CO.,  
 Agents.

Hongkong, 29th June, 1896.

## "PINILLOS" LINE OF STEAMERS.

## FROM LIVERPOOL AND SPANISH

## PORTS.

## THE Steamship

**"BARCELONA."**  
 Consignees of Cargo by the above steamship  
 are hereby informed that their goods have  
 arrived from Singapore per s.s. *"HINSANG"*  
 and are being landed at their risk into the  
 Godowns of the Hongkong and Kowloon  
 Wharf and Godown Co., Limited, at Kowloon,  
 whence delivery may be obtained.

Cargo remaining undischarged after the 4th  
 proximo will be subject to rent.  
 No Fire Insurance has been effected.

Consignees are requested to present all claims  
 for damages and/or shortages not later than the  
 11th proximo, otherwise they will not be  
 recognized.

All broken, chafed, and damaged goods are  
 to be left in the Godowns, where they will be  
 examined on the 10th proximo, at 11 A.M.  
 Bills of Lading will be countersigned by  
 JARDINE, MATHESON & CO.,  
 Agents.

Hongkong, 29th June, 1896.

## NORDEUTSCHER LLOYD.

## NOTICE TO CONSIGNEES.

## S.S. "PREUSSEN."

## THE above-named steamer having arrived,

## Consignees of cargo are hereby informed

## that their goods, with the exception of Opium,

## Treasures, and Valuables, are being landed

## and stored at their risk into the Godowns of

## the Hongkong and Kowloon Wharf and

## Godown Company, Limited, at Kowloon, whence

## delivery may be obtained.

## Optional Cargo will go on to Shanghai unless

## notice to the contrary be given before 11 A.M.

## To-morrow, the 1st July.

## No claims will be admitted after the Goods

## have left the Godowns, and all Goods remaining

## undischarged after the 7th July will be subject

## to rent.

## All broken, chafed, and damaged Goods are

## to be left in the Godowns, where they will be

## examined on Monday, the 5th July, at 3 P.M.

## All claims must be sent to the office of the

## undersigned before the 10th July, or they will

## not be recognized.

## No Fire Insurance has been effected.

## Bills of Lading will be countersigned by

MELCHERS & CO.,  
 Agents.

Hongkong, 30th June, 1896.

## NORTHERN PACIFIC STEAMSHIP

## COMPANY.

## NOTICE TO CONSIGNEES.

## STEAMSHIP "VICTORIA,"

## FROM TACOMA, VICTORIA, YOKO-

## HAMA, KOBE, MOJI, AND

## SHANGHAI.

## THE above Steamer having arrived,

## Consignees of Cargo are hereby requested to

## send in their Bills of Lading for countersignature

## and to take immediate delivery of their

## Goods from the Godowns.

## Cargo impeding the discharge of the Vessel

## will be landed and stored at Consignees' risk and

## expense.

DODWELL, CARILL & CO.,  
 Agents.

Hongkong, 1st July, 1896.

## TO CONSIGNEES OF OPTIONAL

## CARGO, EX O. S. N. CO.'S S.S.

## FROM LIVERPOOL.

## SHIPPING Orders must be obtained from the

## Undersigned not later than the 4th proximo

for shipment per *"MYBIDON."*BUTTERFIELD & SWIRE,  
 Agents.

Hongkong, 3rd July, 1896.

## VESSELS ON THE BERTH

## NIPPON YUSEN KAISHA.

## FOR SINGAPORE, COLOMBO, AND

## BOMBAY.

## THE Steamship

## "HIROSHIMA MARU,"

## Captain Anderson, will be despatched for the

## above ports TO-DAY, the 4th July, at 5 P.M.

For Freight, apply to  
 NIPPON YUSEN KAISHA,  
 Agents.

Hongkong, 25th June, 1896.

## DOUGLAS STEAMSHIP COMPANY,

## LIMITED.

## FOR SWATOW, AMOY, AND

## TAIWANFOO.

## THE Company's Steamship

## "THALES,"

## Captain Douglas, will be despatched for the

## above ports TO-MORROW, the 5th inst., at

## DAYLIGHT.

For Freight or Passage, apply to  
 DOUGLAS LAURENCE & CO.,  
 General Managers.

Hongkong, 2nd July, 1896.

## OCEAN STEAMSHIP COMPANY.

## FOR SHANGHAI VIA AMOY.

## (Taking Cargo and Passengers at reduced rates

for Ningpo, Chefoo, Newchwang, Tientsin,  
 Hankow, and Ports on the Yangtze.)

## THE Company's Steamship

## "MYBIDON,"

## Captain Brown, will be despatched on above

## ports on MONDAY, the 8th inst.

For Freight or Passage, apply to  
 BUTTERFIELD & SWIRE,  
 Agents.

Hongkong, 2nd July, 1896.

## VESSELS ON THE BERTH

## FOR SHANGHAI.

## THE Steamship

## "NANYANG,"

## Captain F. W. Scholz, will be despatched for the

## above port TO-DAY, the 4th inst., at

## 4 P.M.

For Freight or Passage, apply to  
 STEINSEN & CO.,  
 Agents.

Hongkong, 1st July, 1896.

## OCCIDENTAL AND ORIENTAL

## STEAMSHIP COMPANY.

## TAKING CARGO AND PASSENGERS

## TO JAPAN, THE UNITED

## STATES,

## MEXICO, CENTRAL AND SOUTH

## AMERICA, AND EUROPE, VIA THE

## OVERLAND RAILWAYS AND

## ATLANTIC AND OTHER CONNECTING

## STEAMERS.

## VIA INLAND SEA OF JAPAN AND

## HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG,

## Belated (via Amoy, Nagasaki, Kobe, and

## Yokohama), and Honolulul, at DAYLIGHT.

## SUNDAY, July 5, 1896, at DAYLIGHT.

## Coptic (via Nagasaki, Kobe, and

## Yokohama), and Honolulul, at 11 A.M.

## TUESDAY, July 21, 1896, at Noon.

## Gale (via Nagasaki, Kobe, and

## Yokohama), and Honolulul, at 3 P.M.

## SATURDAY, August 3, 1896, at Noon.

## Kohama, and Honolulul.

## THE Company's Steamship "BELGIC,"

## It will be despatched for SAN FRANCISCO,

## via AMOY, NAGASAKI, KOBE,

## INLAND SEA, YOKOHAMA, AND

## HONOLULU, on SUNDAY, the 5th July, 1896, at

## DAYLIGHT, connection being made at

## Yokohama with Steamers from Shanghai.

## Steamers of this line pass through the IN-

## LAND SEA OF JAPAN and call at HONO-

## LULU and passengers are allowed to break

## their journey at any point en route.

## Through Passenger Tickets granted to Eng-

## land, France, and Germany by all trans Atlantic

## lines of Steamers, and to the principal cities of

## the United States and Europe. Rates and par-

## ticulars of the various Routes may be obtained

## upon application.

## Special rates (first class only) are granted to

## Missionaries, members of the Naval, Military,

## Diplomatic, and Civil Services, to European

## officials in service of China and Japan, and to

## Government officials and their families.

## Passengers who have paid full fare, re-embark-

## ing at San Francisco for China or Japan (or

## vice versa) within one year, will be allowed a

## discount of 10 per cent. This allowance does not

## apply to through fares from China and Japan to

## Europe.

## All PARCEL PACKAGES should be marked to

## address in full, and name will be received at the

## Company's Office until Five P.M. the day pre-

## vious to sailing.

## Consular Invoices to accompany Cargo de-

## stined to points beyond San Francisco in the

## United States should be sent to the Company's

Office, addressed to the Collector of Customs,  
 San Francisco.

## For further information as to Freight or

Passage apply to the Agency of the Company,  
 No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 1st July, 1896.

## AUSTRIAN LLOYD'S STEAM NAVI-

## GATION COMPANY.

## (UNDER MAIL CONTRACT WITH THE

## AUSTRIAN GOVERNMENT.)

## STEAM FOR

## SINGAPORE, COLOMBO, HONOLULU,

## HAMBURG, BREITENBURG, ADEN,

## SUETZ, PORT SAID, BRINDISI,

## VENICE, TRIESTE, AND

## GENOA.

## (Taking Cargo and Passengers at reduced rates to

## CALCUTTA, MADRAS, PENANG, RED SEA, BLACK

## SEA, LONDON, and AMSTERDAM.)

## To NATAL, PANAMA, PORT ESPANOL,

## and other ports in the West Indies.

## THE Company's Steamship

## "GISELA,"

## Captain de Groot, will be despatched on

## above on MONDAY, the 6th inst.

## Cargo will not be received on board after

## 3 P.M. prior to date of sailing.

## For further information as to Passage and

Freight, apply to  
 SANDER & CO.,  
 Agents.

Hongkong, 1st July, 1896.

## FOR SINGAPORE, PENANG, AND

## CALCUTTA.

## THE Steamship

## "CATHERINE APCAR,"

## Captain J. G. O'Hall, will be despatched for the

## above ports on MONDAY, the 6th inst., at

## 3 P.M., instead of 4 P.M. as previously advertised.

For Freight or Passage, apply to  
 BUTTERFIELD & SWIRE,  
 Agents.

Hongkong, 3rd July, 1896.

## OCEAN STEAMSHIP COMPANY

## FOR SINGAPORE, COLOMBO, AND

## BOMBAY.

## THE Steamship

## "MEMNON,"

## Captain R. Branch, will be despatched on above

## ports on TUESDAY, the 7th inst., at 4 P.M.

For Freight or Passage, apply to  
 BUTTERFIELD & SWIRE,  
 Agents.

Hongkong, 3rd July, 1896.

## COMPAGNIE DES MESSEGERIES

## PAQUEBOTS POSTES FRANCAIS.

## NOTICE.

## STEAM FOR

## SAIGON, SINGAPORE, BATAVIA,

## COLOMBO, PONDICHERRY,

## MADRAS, CALCUTTA, DIBOUTI,

## DYUT, MARSEILLES, MEDITERRANEE,

## AND BLACK SEA

## PORTS.

## LONDON, HAVRE, BORDEAUX,

## PORTS OF BRAZIL AND RIVER PLATE.

## ON WEDNESDAY, the 8th July,

## at Noon, the Company's Steamship

## "OCEANIC," Captain Schmidt, with Mail

## Passenger, Specie, and Cargo, will leave this

## Port for MARSEILLES via ports of call

## WITHOUT TRANSITMENT.

## Cargo and Specie will be registered for London

## as well as for the Atlantic, and accepted in

## transit through the principal

## places of Europe.

## Shipping Orders will be granted, till Noon,

## Cargo will be received on board until 4 P.M.

## Specie and Parcels until 3 P.M. on the 7th

## July. (Parcels are not to be sent on board, they

## must be left at the Agency's Office) Contents

## and Value of Packages are required.

## For further Particulars, apply at the Com-

## pany's Office.

G. DE CHAMPEAUX,  
 Agent.

Hongkong, 25th June, 1896.

## "SHIRE" LINE OF STEAMERS.

## FOR HAVRE, HAMBURG, AND

## LONDON.

## THE Steamship

## "MONMOUTHSHIRE,"

## Captain Evans, will be despatched for the above

## ports on or about the 8th inst.

For Freight or Passage, apply to  
 DODWELL, CARILL & CO.,  
 Agents.

Hongkong, 3rd July, 1896.

## VESSELS ADVERTISED AS LOADING.

## FOR SHANGHAI.

## THE Steamship

## "NANYANG,"

## Captain F. W. Scholz, will be despatched for the

## above port TO-DAY, the 4th inst., at

## 4 P.M.

For Freight or Passage, apply to  
 STEINSEN & CO.,  
 Agents.